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NAVY DEPARTMENT
NAVAL SUPPLY SYSTEM COMMAND
P.O. Box 2050
5450 Carlisle Pike
Mechanicsburg, PA 17055-0788
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The following NAVSUP Publication 485 paragraphs have applicability to the Module Test and Repair (MTR) Program

NAVSUP P-485 VOLUME 1 - Afloat Supply

CHAPTER 3: MATERIAL PROCUREMENT

PART C SECTION II - REPAIRABLES

3262 FIELD LEVEL REPAIRABLES

1. GENERAL. Field Level Repairables (FLRs) are those Navy managed repair parts that are authorized for removal, complete repair, and condemnation at either the organizational or the intermediate maintenance level based on the component maintenance plan and on a comparison of replacement and depot level repair costs. An organizational level repairable is a repairable which the Repair Maintenance and Recoverability Codes indicate must be repaired and condemned at the organizational maintenance level. An intermediate level repairable is an item which may be repaired and condemned at the intermediate maintenance level in accordance with the Recoverability Code if it is Beyond Capable Maintenance (BCM) at the organizational maintenance level indicated by the Repair Maintenance Code. It is necessary to check both the Repair Maintenance Code and the Recoverability Code for all FLRs since the authorized repair level may not be the authorized condemnation level. Thus, even though Non Ready For Issue (NRFI) FLRs are not normally returned to the depot level, ship supply personnel must consult FEDLOG for disposition instructions.

2. IDENTIFICATION. FLRs are identified in FEDLOG by cognizance symbols with a material Control Code (MCC) D. All CCA/electronic components having a D MCC, including any 9_ cog, must be screened for repair by 2M/MTR work centers prior to disposal.

a. The field level which may repair the item is identified by the Repair Maintenance Code in FEDLOG. For example:

Repair Maintenance Code	Level of Repair
Numeral or 0	Shipboard (Organizational)
G, H, F	Tender/SIMA (Intermediate)

b. The field level which may condemn the item is identified by the Recoverability Code in FEDLOG. For example:

Recoverability Code	Level of Repair
Numeral or 0	Shipboard (Organizational)
G, H, F	Tender/SIMA (Intermediate)

These codes are part of the Source, Maintenance and Recoverability (SM&R) Code. The SM&R codes are explained in the Introduction to the COSAL and in the COSAL Use and Maintenance Manual (see NAVICPMECHINST 4441.170 (series)).

3. PROCEDURES. Ship supply personnel must review each item' s cognizance symbol and material control code in FEDLOG to determine if the item is an FLR (i.e., 1HD/1RD/ 3HD) and check repair maintenance and recoverability codes in FEDLOG. Unserviceable FLRs do not require turn-in to the supply department. However, in order to assist maintenance personnel in identifying FLRs sent to the ship's Modular Test and Repair Facility (MTRF) or to Ship's Intermediate Maintenance Activity (SIMA)/tender/(Battle Force Intermediate Maintenance Activity (BFIMA) for I-Level progressive repair or condemnation, supply personnel will mark the requesters' NAVSUP Form 1250-1 "FLR-IMA repair/Dispose. "Ship' s maintenance personnel should complete a work request (OPNAV Form 4790/2K) to initiate repair of the unserviceable FLR screened and accepted for progressive repair by the ship' s MTRF or SIMA/tender/BFIMA.

Afloat units not operating in the immediate geographic vicinity of a supporting tender or SIMA shall retain these unserviceable FLRs for later repair action. Those 1RD FLRs which cannot be repaired by the ship' s MTRF and have a Shipping Code (UIC of a Second Repair Site (SRS)) identified in FEDLOG are to be shipped directly to the SRS for repair under a DD 1348-1A Shipping document. 1RD FLRs which cannot be repaired by the SIMA/tender/BFIMA should be sent by those activities to the SRS. The document identifier (cc 1-3) on the DD 1348-1A should be "BST" (see par. 8323 for related data elements and distribution of the DD 1348-1A).

3263 MINIATURE/MICROMINIATURE (2M) REPAIR

1. GENERAL. OPNAVINST 4700.7J established shipboard systems repair policy. CINCLANTFLT/CINCPACFLTINST 4790.3 requires progressive repair of all failed circuit card assemblies (CCA) and electrical/electronics modules (EM). CINCPACFLTINST 4700.9/CINCLANTFLTINST 4700.11 provides guidance for BFIMA to support ships not equipped with intermediate level repair capabilities. NAVSEAINST 4790.17A implements Naval Sea Systems Command (NAVSEASYSCOM) policy regarding shipboard electronics test and repair. In support of these initiatives the following policy applies for 2M components:

2. O-LEVEL REPAIR. O-Level testing/repair efforts will be completed prior to submitting the failed item for progressive repair by the ship's MTRF or SIMA/tender/BFIMA.

3. Intermediate Maintenance Activity (IMA) REPAIR. If O-level repair cannot be accomplished, repair will be attempted through the local IMA ashore or afloat to the maximum extent possible. Turn-in procedures to local I-Level repair activities will be specified by Type or Operational Commanders. Supply Officers are authorized to delay stock issue, replenishment, and NRFI turn-in for up to 72 hours pending progressive repair screening. NRFI turn in may be delayed up to sixty days for receipt of component parts required to repair the failed item.

4. REQUISITIONING PARTS. Subject to unit location and criticality of the maintenance action, material may be requested prior to completion of attempted Circuit Card assembly (CCA)/Electronic Module (EM) repairs. Additionally, if the item is not in stock or not carried, a requisition may be submitted prior to completion of attempted repairs for CASREP, NORS, or ANORS DLR, the DLR may be either issued or requisitioned while awaiting receipt of the Ready For Issue (RFI) item from the shipboard repair activity or IMA. The requisition will contain advice code 5G or, if the item is on the Consolidated Remain In Place List (CRIPL) advice code 5S will apply.

5. TURN-IN. 2M components turned into Supply as RFI must meet the following requirements:

a. RFI determination is performed by the system maintenance technician or by the technician performing I-Level repair.

b. RFI certification will be accomplished through use of authorized Navy test equipment, hot test bed, or installation of repaired component into operational system for functional test.

c. Packaging and labeling will follow guidelines in pars. 7000-7003. NAVSUP P-484 provides additional guidance. Electrostatic Discharge (ESD), shock and humidity protection is required. The RFI label will contain the date of the test and the name of the certified technician and command performing the test. The Module Test and Repair (MTR) technician will be trained in packaging techniques per pars 7000-7003 and will ensure initial protective packaging is provided prior to turn-in. The Supply Officer will ensure packaging is completed per NAVSUP P-484 prior to storage or turn-in to supply ashore. Exterior identification by 2M labels is required.

6. PIECE PARTS. Piece parts required for 2M repairs have been formalized into Allowance Parts Lists (APLs) for each ship class having 2M repair capability. NAVSEA has funded piece parts and Fleet deployment of an assembled 2M piece part cabinets for ships performing intermediate level repair. Shipboard installation is determined by availability and Type Commander priority. 2M support APL piece parts will be taken up as shipboard allowed items on allowance documents and stock records per par. 6009 and 6169. For SFM ships, use A/T code 1, allowance equal to APL allowance quantity, and COSAL type OSI. Unless otherwise directed by Type Commander directives, 2M repair piece parts cabinets should be located in the 2M Work Center and piece parts managed in

accordance with the inventory management procedures for Operating Space Items (OSI). Because 2M piece parts have been identified as maintenance critical by either NAVSEA research or by Gold Disk development, parts consumed during 2M repair will be reordered on a one-for-one basis as usage is reported. Since 2M piece parts are eligible for demand based stocking, a stock record will be created using A/T code 4, high limit (HL)/Requisitioning Objective RO) based on demand data, and COSAL type Hull, Mechanical, Electrical (HME). O-Level repair class ships have not received 2M piece part cabinets, but have been "allowed" spare (SRI) piece parts through normal Automated Shore Interface (ASI) increases in required allowances. These items are coded as A/T code 1 and are replenished as any other "allowed" items. Parts needed for a 2M repair but not listed in the 2M Support APL should be reported by Fleet COSAL Feedback Report (NAVSUP Form 1371) per chapter 4 of the COSAL Use and Maintenance Manual {NAVICPMECHINST 4441.170 (series)}.

CHAPTER 6 INVENTORY MANAGEMENT

PART A Section IV: MINIATURE/MICROMINIATURE (2M) FIELD LEVEL REPAIRABLE ITEMS

6138 CONTROL OF MINIATURE/MICROMINIATURE (2M) FIELD LEVEL REPAIRABLE ITEMS

1. MATERIAL IDENTIFICATION. All ships and IMAs are on distribution for the Catalog of Automatic Testing Capability for Electronic Modules Printed Circuit Boards (SAT 820-AA-cat-010-ATE EM PCB CAT) which lists PCB/EM/CCA test sites and their capability by equipment, National Stock Number (NSN), and part number. Supply Officer shall annotate stock records to identify 2M testable/repairable components in accordance with 2M maintenance procedures provided in Type Commander directives. Automated stock record file updates may be available from Type Commanders of SNAP II ships. PCB/EM/CCAs not listed in the Catalog of Automatic Testing Capability may also be capable of O and I-level repair. Items designated with 3H Cognizance Symbols will be researched in the FEDLOG Master Repairable Item List (MRIL) for additional repair information. Repair at designated IMAs may be directed by the MRIL as amplified by Type Commander and IMA directives. Though 2M repairs may be completed per the MRIL, confirmation by Certified TPS is required for RFI turn-in to stock. Future S, M&R Codes will also designate progressive depot level repairables on allowance documents by use of a sixth digit. Specific instructions regarding these codes will be provided with the COSAL Index. Field level repairables guidance is provided in par. 3262.

2. ISSUE/REQUISITIONING PROCEDURES. Though the Supply Officer is authorized to delay issue/requisitioning for up to 72 hours pending attempted repairs, this procedure will not preclude parts issue/requisitioning for CASREP, NORS and ANORS conditions. Stock replenishment will be delayed up to 72 hours to prevent unnecessary orders of PCBs/EMs repaired by 2M stations. If the carcass cannot be returned within 72 hours due to operational separation from the IMA/BGIMA, then stock replenishment will be initiated. DLRs turned over to 2M stations will be tracked on DLR Logs or management reports per Type Commander directives until the turn-in is completed. The requisitioning Supply Officer remains responsible for recovery and turn-in of the NRFI carcass.

3. RFI and NRFI TURN-IN PROCEDURES. Items certified RFI per the policy delineated in this instruction will be returned to stock and the material requirement/issue canceled in supply records. If stock replenishment has already been initiated or the direct turnover requisition is still outstanding then attempts will be made to cancel the outstanding requisition. If the requisition cannot be canceled and stock is increased over allowances, then the following specific procedures apply:

a. DLRs returned NRFI from 2M stations will be turned in using document identifier BC1, the document number of the replacement requisition, accompanied by the AN/USM-465 or AN/TSM-192 diagnostic tape and the OPNAV 4790.2K documenting the failure.

b. RFI DLRs will be packaged and labeled per par 3263 and pars. 7000-7003 and turned in as “A” condition. Carcass tracking will be cleared by turn-in documentation with DD Form 1348- 1A using a D6A Document Identifier with a designation of “E” in Card Column 72. Narrative reply to a subsequent BK1 tracking message, citing the requisition number of the replacement, will be required to ensure no carcass billing. Local DLR logs will be so annotated.

c. Non-DLRs returned NRFI from 2M stations will be disposed of in accordance with SM&R Codes.

d. Non-DLRs returned RFI from 2M stations will be packaged and labeled per par. 3263 and either returned to stock per shipboard allowance or turned in under excess spare parts procedures per Type Commander directives.

4. 2M USAGE REPORTING. PCBs/EMs returned to operating systems as a result of 2M repair rather than by supply issue/requisitioning constitute usage and will be documented per par. 6212 or by Type Commander 2M Maintenance directives.

CHAPTER 7; PACKAGING AND TRANSPORTATION

Part A: PACKAGING AND LABELING GUIDE FOR 2M REPAIRED ELECTRONIC COMPONENTS

7000 INTRODUCTION

The purpose of this Part is to provide the basic requirements for packaging Circuit Card Assemblies (CCAs) and Electronic Modules (EMs) for return from 2M repair station to the Naval Supply System as Ready For Issue (RFI) items. CCAs and EMs packaged by Fleet units will be packaged to meet the minimum standards in the following paragraphs.

7001 GENERAL REQUIREMENTS

1. PACKAGING OVERVIEW. Electrostatic Discharge Sensitive (ESDS) CCAs and EMs being returned to the supply system as RFI material must be packages per the minimum standards described in this guide. Supply Afloat Fleet and Field Packaging Procedures, NAVSUP Publication 484, contains an illustrated packaging guide to meet these requirements. The minimum standard ESDS environment, handling precautions, cleaning, packaging and labeling requirements are specified herein. Reuse of original packaging materials is encouraged. Packaging must be free of holes and tears in the body of the material. Unless otherwise specified, quantity per unit pack will be one. Military Standards, Handbooks and Specifications listed in this guide may be requested by letter from the Naval Publication and Forms Directorate of the Naval Inventory Control Point, 5801 Tabor Avenue, Philadelphia, PA 19120- 5099. Phone numbers are DSN 442-2179 or Commercial (215) 697-2179. For recommended ESDS tools and packaging materials for 2M work stations see par. 7003.

2. NOT READY FOR ISSUE ITEMS. CCAs and EMs found to be not ready for issue (NRFI) should be repackaged using these same parameters to ensure against further degradation during transit to an IMA or a repair depot.

3. CLASSIFIED MATTER. Classified CCAs and EMs must be packed in containers which completely conceal the contents. Containers will be sealed to prevent tampering or premature opening, and in a manner that contents cannot be inspected without displaying visual evidence of forcible opening.

7002 DETAILED REQUIREMENTS

1. REPAIR ENVIRONMENT. All CCAs and EMs shall be considered ESD sensitive and therefore must be handled, prepared and packaged at certified 2M stations or other sites authorized as ESD safe. The Electrostatic Discharge Control Handbook for Protection or Electrical and Electronic Parts, DOD-HDBK-263, and Electrostatic Discharge Control Program, MIL-STD 1686A, contain detailed ESDS packaging procedures. Personnel certified as 2M repair technicians will be trained in repair procedures and approved methods for effective protection of ESDS components during inspection, test, repair, packaging, storage and transport.

2. HANDLING PROVISIONS. Handling of CCAs and EMs must conform with specific ESD precautionary provisions as detailed in these guidelines and standards. The following overall policies apply:

a. Certified 2M repair personnel will be trained in ESDS handling to include proper utilization of work stations, clothing/habitat requirements and related environmental controls. Only authorized and properly grounded personnel are permitted in the work area.

b. Repair personnel should avoid all activities and materials which create static electricity.

c. Packaging should not be opened, removed or applied unless within the confines of the ESD work station.

d. In transporting ESDS items to and from the work area, appropriate conductive trays/covers and static free liner materials should be used; items should not be transferred by hand within the work station unless completely ESD protected or when both operators are properly grounded.

3. CLEANING. Items shall be cleaned by any process which will accomplish thorough cleaning without causing damage. Use of dry filtered air available at the 2M work station is recommended. Disassembly to ensure proper cleaning or preservative treatment will be restricted to the minimum degree necessary unless specifically authorized. Cleaning will not be conducted in a manner that would infringe or default the manufacturer's implied or expressed warranty. Further information regarding cleaning techniques and specifications is available in methods of preservation, MIL-P-116, available from NPFC.

4. REPAIR UNIT IDENTIFICATION LABEL. A Repair Unit Identification Label shall be affixed to the body of each repaired unit. The label must specify: command/activity performing repair; date repaired; and name of the 2M technician. The label shall be applied to an area which does not interfere with circuit operation and shall not be placed on terminals, components, leads, or contacts. A repair Unit Identification Label will also be placed on the outside of the vapor barrier bag.

5. PRESERVATION AND PACKAGING. Recommended ESD Packaging materials and tools are identified in par. 7003. CCAs must be considered ESD sensitive unless otherwise specified. The illustration on the following page demonstrates a basic method of packaging ESD items. Additional information is available in NAVSUP Publication 484, Supply Afloat Fleet and Field Packaging Procedures. The following minimum packing standards are required:

a. Ensure the item is labeled with a Repair Unit Identification Label as described in par. 4 above.
b. Apply ESD free, non-corrosive conductive material to exposed leads as and connector pins to ensure a common potential.

c. Completely wrap in electrostatic free vapor barrier material as indicated in par. 7003.

This material meets MIL-B-81705, Type I. Use original packaging if available and free of holes.

d. Wrap the item in ESD free cushioning as indicated in par. 7003. This material meets PPP-C-1842, Type III. Reclosable cushioned pouches conforming to MIL-P-81997, Type I or II, may be used in lieu of the initial wrap or cushioning. NSNs for a selection of these pouches are provided in par. 7003.

e. The cushioned unit will be packaged in a heat sealed water vapor-proof barrier bag fabricated from barrier material, as listed in par. 7003. This material conforms to MIL-B-81705, Type I.

f. Label the barrier bag as described in par. 7 below.

6. REUSABLE CONTAINERS. After packaging and labeling, the item shall be placed in a molded reusable container or a reusable weather resistant fire retardant fiberboard container. A selection of representative containers is listed in par. 7003. Closure of the molded reusable container shall be waterproof pressure sensitive tape. Closure of the fiberboard container shall be stripable tape. A label as specified in par. 8 below will either be attached to the fiberboard container or placed in the reusable container label holder (as appropriate).

7. MARKING. Unit, intermediate, and exterior packs containing sensitive electronic devices susceptible to damage from environmental field forces such as electrostatic, electromagnetic, magnetic or radioactive fields shall be marked per MIL-STD-129 as follows:

a. Unit Packs. Unit Packs shall be marked with the Sensitive Electronic Device Label as specified in par. 7003. This label may be either locally procured or reproduced if required. If unavailable, unit packs may be manually marked with the Sensitive Electronic Device Symbol and the Statement: **"DO NOT OPEN EXCEPT AT APPROVED FIELD FORCE PROTECTIVE WORK STATION".**

b. Intermediate and/or shipping containers. A sensitive electronic device caution label per par. 7003 will be placed on one side of each intermediate container. Two larger labels (NSN 7690-01-077-1156) shall be placed on each exterior container (one on the identification marked side and one on the opposite), provided the container exceeds one-half cubic foot. Smaller exterior container will be marked in the same manner.

Practically all circuit boards and electronic modules contain electrostatic sensitive components. The equipment Technician should wrap these items in the conductive wraps they came in. If "pink poly bubble wrap" is not available, (NSN 9Q 8135-01-057-3605 and 9Q 8135-01-057-3607) plain alluminum foil may be used.

8. LABELING. Labeling of unit packs is per MIL-STD-129 and will consist of the following:

a. Identification as "2M Repaired"; date of repair; repair activity; name of repair technician;

b. NSN/NATO stock number;

c. CAGE and manufacturer's part number;

d. Item identification;

e. Quantity and Unit of issue (U/I).

7003 MATERIAL RECOMMENDATIONS

1. MATERIALS AND SPECIAL TOOLS. The following is a list of materials and special tools recommended for ESD free workstations. Repair tools listed are designed to eliminate ESD if used properly. A complete list of tools/materials required for 2M stations is contained in NAVSEA TE000-AA-HBK-010/2M.

Electrostatic Free Packaging Materials And Special Tools

Item	NSN
Meter, Electrostatic	9G 6625-01-220-1514
Solder Removal Tool	9G 3439-01-064-1811
Soldering Iron, Electrical	9G 3439-00-134-9202
Static Eliminator	9G 3694-01-240-4630
Wrist Strap, Ground	9N 5985-01-134-9623
VERTROD Heat Sealing Machine	9Q 3540-00-299-9811

2. STOCKING LEVELS. The following is a list of recommended initial stocking levels for repackaging materials on a small combatant. An ample supply of these materials is recommended for the 2M work center to facilitate ESDs packaging for components being returned to shipboard stocks or the Navy Supply System. A more comprehensive list of applicable National Stock Numbered repackaging materials is provided in NAVSUP Supply Afloat Fleet and Field Packaging Procedures (NAVSUP P-484, NSN 0530-LP-484-0020).

Recommended Repackaging Material Stocking Levels

Item	NSN	U/I	QTY
Barrier Material	9Q 8135-00-092-3220	RO	1
MIL-B-81705, Type I			
Cushioning, Pink	9Q 9135-01-057-3605	BD	1
PPP-C-1842, Type III			
ESDS Caution Label 2" X 2"	9G 7690-01-077-4894	RO	1
ESDS Caution Label 4" X 4"	9G 7690-01-077-1156	RO	1
Cushioned Plastic Pouch			
4" x 6"	9Q 8105-00-137-9132	EA	10
6" x 8"	9Q 8105-00-137-9133	EA	25
8" x 12"	9Q 8105-00-137-9135	EA	25
10" x 12"	9Q 8105-00-137-9136	EA	25
12" x 12"	9Q 8105-00-137-9131	EA	25

Molded Reusable Containers (2). These are larger containers than what might be used in many cases, but the selection reduces the number and types of containers stocked.

8" x 6" x 3"	1RM 8145-00-260-9556	EA	10
12" x 10" x 5"	1RM 8145-00-260-9562	EA	10
14" x 12" x 5"	1RM 8145-01-014-0440	EA	10

CHAPTER 8 SPECIAL MATERIALS

Part D: DEPOT LEVEL REPAIRABLES (DLRs)

8300 INTRODUCTION

1. GENERAL. Depot Level Repairables (DLR) are those Navy managed items which, based on unit cost, annual demand, difficulty of repair, or other economic considerations, have been selected by cognizant inventory managers for special inventory control. DLRs must be returned to the Designated Support Point (DSP) / Designated Overhaul Point (DOP) when they are Beyond Capable Maintenance (BCM) at the authorized maintenance activity. DLR items are listed and identified by NSN, cognizance symbol, and material control code (E, G, H, Q or X) in FEDLOG and FBM Master Repairables Listing (MRIL). All stock records, custody records, and supply documentation for DLR items will include the applicable material control code (see Appendix 9I) as a mandatory data element. An appropriate Source, Maintenance, and Recoverability (SM&R) Code is assigned to each DLR indicating the level and degree of maintenance authorized.

2. AVIATION ACTIVITIES. Aviation activities will use the Aviation Intermediate Maintenance Department (AIMD) or the Intermediate Maintenance Activity (IMA) to provide local repair of not ready for issue (NRFI) DLRs. DLRs which may be locally repaired are known as Local Repair Cycle Assets (LRCA). Financial posting and carcass tracking procedures for repairables issued from stock do not begin until the stock replenishment requisition is released.

8301 PROGRESSIVE DEPOT LEVEL REPAIRABLES

1. GENERAL. Progressive Depot Level Repairables (PDLRs) are DLRs which must be repaired and condemned at the depot maintenance level according to the Recoverability Code listed in FEDLOG, but which can be repaired or tested and checked at a lower maintenance level . A Repair Maintenance Code of PA2GD may be listed in FEDLOG/APL for PDLRs. **All PDLRs must be screened for repair by the ships Modular Test and Repair Facility (MTRF) before delivery to the depot.** A PDLR must be sent to the depot activity listed in FEDLOG when it is BCM at the intermediate maintenance level authorized by the Repair Maintenance Code.

2. PROCEDURES. **Ship supply personnel will ensure that all PDLRs are provided to the ship' s Modular Test and Repair Facility (MTRF) for repair screening and progressive repair. If the item is repairable by the MTRF, the supply personnel will mark the requesters' NAVSUP Form 1250- 1 "Progressive DLR."If the item is NIS or NC, instead of immediately requisitioning an RFI replacement, ship' s supply personnel should advise the requester and the ship' s MTRF if equipped.** If -the ship is not capable of intermediate level (I-Level) repair, the requester may consider completing a Work Request (OPNAV Form 4790/2K) to initiate repair of the PDLR by the ship' s supporting tender, SIMA, or MTRF equipped ship in company using Battle Force Intermediate Maintenance Activity procedures. SIMA/tender/BFIMA capabilities, repair time and required delivery dates must be considered. If SIMA/tender/BFIMA repair is not possible, process the requisition in accordance with normal DLR procedures. During PDLR repair by the ship' s MTRF or by SIMA/tender/BFIMA, supply must not submit a requisition to the supply system unless the item is BCM at the intermediate level. Repair of the PDLR will not be interrupted if a replacement item is received by the ship. In that case, repairs and RFI certification will be completed and ship supply personnel will deliver the item to the appropriate inventory control point as RFI. Delivery may be delayed up to 60 days to allow receipt of component parts required for item repair. If the item is BCM at the intermediate level, it must be returned to the originating ship supply department, which will requisition the RFI replacement and send the PDLR to the depot activity indicated in FEDLOG.

PART D Section II: UNSERVICEABLE DEPOT LEVEL REPAIRABLE (DLR) ITEMS

8320 INTRODUCTION

1. GENERAL. DLR items are procured and managed by the inventory manager on the premise that unserviceable DLR items, when not locally repairable, will be expeditiously shipped to the nearest Advanced Traceability and Control (ATAC) HUB or NODE. It is the responsibility of the afloat Supply Officer to ensure compliance with the procedures contained herein relative to departmental turn-ins. The implementation of a comprehensive and continuous training program for shipboard management of DLR items is strongly recommended. Pertinent information from this publication should be incorporated in a ship' s instruction including specific responsibilities of the Supply Officer and other department heads. For inert nuclear weapons material, the DD Form 1348 shall be prepared in accordance with Navy SWOP 100-1A.

8321 SCOPE

1. GENERAL. The procedures contained in this section are prescribed for all ships when other procedures are not specified in pertinent Strategic Systems Programs (SSP) instructions or in the FBM Weapons System Master Repairables Listing (FBM MRIL). Additional procedures required for turn-in of reactor plant components (items assigned Cognizance Symbol 2S and Special Material Identification Code X1) are contained in par. 5079. Materials specifically excluded are as follows:

a. Expendable ordnance materials (cognizance symbols 0T, 2E, 4E, 8E, 2T, 4T, 6T and 8T), which will be handled in accordance with par. 5071 and applicable NAVAIR, NAVSEA or Fleet Commander instructions;

b. Classified/crypto materiel, which will be handled in accordance with par. 5076;

c. Radioactive materiel, which will be handled in accordance with par. 5072;

d. Materiel which is delivered to an Intermediate Maintenance Activity (IMA) for repair and return or exchange in accordance with the Ships 3-M Manual (OPNAVINST 4790.4) or the Naval Aviation Maintenance Program (NAMP) Manual (OPNAVINST 4790.2).

Section III: CARCASS TRACKING

8330 INTRODUCTION

1. GENERAL. The DLR Carcass Tracking System is the Navy's program that provides inventory managers with the means to monitor the flow of NRFI repairables from end-users through the Retrograde Pipeline and repair cycle and subsequent return to supply system stock. When activities have requisitioned DLR items using advice codes 5G, 5R, 5S, 5V, 5Y, 52 or 56 they are required to turn a NRFI carcass in to the supply system. When the ICP receives notice that a DLR was issued, an outstanding carcass file is annotated. Until a transaction item report (TIR) is received indicating carcass receipt, the ICP keeps the file open and continues searching for the asset. Lack of a valid proof of shipment may result in carcass charges.

8331 FLEET AUTOMATED CONTROL TRACKING SYSTEM (FACTS)

1. PURPOSE. FACTS facilitates the turn-in of retrograde material and provides visibility from the point of turn-in by the end user through receipt into the ATAC system. FACTS employs Electronic Data Interchange (EDI) transactions to notify NAVICP of the turn-in (D6R), to report the shipment of the retrograde material by the shipper, and to report the receipt/transshipment of the retrograde material by the intermediate transshipping activity. NAVICP will use this shipping and transshipping information to track the material through the retrograde pipeline without burdening the shipper/transshipper activities with follow-ups and queries. If used properly, it will eliminate most of the BK_ transactions and serve as a valid Proof of Shipment (POS).

2. SCOPE. FACTS is being implemented at afloat and select ashore activities. It includes both Not Ready For Issue (NRFI) assets and Ready For Issue (RFI) assets that were NRFI, but repaired in the Fleet prior to turn-in.

3. BK2 TRANSACTIONS. Under FACTS, certain BK2 transactions will still be required to report specific retrograde information to NAVICP. Specific examples in which BK2 transactions are required are as follows:

a. BK2 “B” will be required to report turn-ins which are made under a document number that is different from that on the exchange requisition or issue.

b. BK2 “F” and “K” will be required to report delays and delays due to deployment.

c. BK2 “H” will be required when an “A” condition asset will be turned-in. This occurs when the NRFI asset is a Remain In Place (RIP) item, that upon receipt of the RFI asset, the NRFI asset will be removed and then repaired at an Intermediate Maintenance Activity.

4. EDIs. Three EDI transactions are associated with FACTS. EDI 527 is the Material Due-In and Receipt transaction, which is basically the D6R Turn-in Notification. EDI 856 is the Ship Notice/Manifest, which replaces the hard copy 1348-1A as the POS. EDI 861 is the Receiving Advice/Acceptance Certificate, which serves as the receipt at a transshipping point.

5. REPORTING PROCEDURES. When the shipper activity (end user) is ready to turn-in an asset, an EDI 527 transaction is submitted. Similar to the D6R, the EDI 527 transaction notifies NAVICP that a turn-in will be made and prevents BK_ transactions from being sent to the shipper activity. Upon shipment of the asset, an EDI 856 transaction is submitted by the shipper activity. As the POS, the EDI 856 stops all further follow-ups/queries to the shipper activity under NAVICP system loss reconciliation process (see para. 8338). Since the EDI 527 and 856 transactions are closely related, they should be submitted within a short time of each other. If the turn-in is made under a document number that is different from the exchange requisition or issue, a valid BK2 “B” response must be submitted to NAVICP prior to or concurrent with the EDI transactions and the actual shipment document number must be included on the EDI 527 and 856 transactions. For FACTS transshipping afloat and ashore activities, an EDI 861 transaction is submitted upon receipt of the asset and an EDI 856 transaction is submitted upon transshipment of the asset. FACTS EDI transaction must be submitted within allowable timeframes (see para. 8332). Delayed submission of the EDI 527 transaction could result in receipt of a BK1 from NAVICP and delayed submission of the EDI 856 transaction could result in a system loss query and possible carcass bill to the shipper (see para. 8338).

6. FOLLOW-UP PROCEDURES. If the EDI 527 transaction is not received by NAVICP within the allowable turn-in timeframe (see para. 8332) a BK1 follow-up will be sent to the shipper activity. The shipper activity should respond with an EDI 527 transaction and if the material has already been shipped, the activity should also submit an EDI 856 transaction. A valid BK2 response is also required if the turn-in will be delayed or was made under a different document number. If the EDI 527 and 856 transaction had already been submitted, submit duplicate EDI transactions and notify NAVICP Carcass Tracking Section who will research the reason for non-receipt. If an EDI 527 transaction is submitted/received, but the EDI 856 transaction is not received with 30 days of the

EDI 527 transaction and the material is not reported as received with a D6A receipt TIR, the shipper activity could receive a follow-up query under NAVICP system loss reconciliation process. The shipper activity should verify that the material has been shipped and, if so, submit an EDI 856 transaction. If the EDI 856 transaction had been submitted previously, submit a duplicate EDI 856 and notify NAVICP. If the turn-in will be delayed or if no turn-in will be made (asset was lost), an appropriate BK2 should be submitted to NAVICP.

7. PROPER USE OF FACTS. The primary focus of FACTS is to promote the timely turn-in and rapid movement of retrograde material through the retrograde pipeline to ensure a continuous availability of carcasses for repair. If carcasses are lost, a procurement may have to be made to replace the lost carcasses consuming scarce resources. To be a successful tool for managing the retrograde turn-in pipeline, users of FACTS must do the following:

a. Install the latest version of FACTS and maintain the software with the latest updates.

b. Ensure that all EDI transactions are accurate and submitted within required timeframes (see para 8332). To serve as a valid POS, the EDI 856 transaction must be completed properly will all of the shipping information applicable to the selected mode of shipment as prompted by the FACTS shipment mode screen.

c. Ensure that FACTS EDI transactions are executed correctly and that retrograde material is shipped in compliance with FACTS policies and procedures. NAVICP will monitor EDI 527 and 856 transactions and associated ATAC Node/HUB receipt dates to ensure maximum return of carcasses. Patterns will be investigated by NAVICP with assistance from the TYCOMs.

d. Use BK2 response codes to relay specific information to NAVICP.

e. Make timely response codes to BK1 follow-ups, if any are received, and notify NAVICP if prior EDI submissions were submitted, but not received.

f. Ensure that the retrograde item in the container matches the documentation in the EDI 527 transaction. If the NIIN differs and is not in the same Family Group Code, the NAVICP will continue to track the item, which could result in a charge to the shipper.

g. Continue using the existing carcass tracking procedures (including BK_ exchanges) for retrograde material turned in prior to FACTS implementation.
8. CRITICAL HIGH-VALUE CARCASSES. On occasion NAVICP will track specific high-value, carcasses-constrained assets with the prolonged procurement lead-times that arenot received into the system. In these situations, NAVICP may follow-up with the shipper or transshipper activities to assist in locating these lost critical assets to preclude a procurement and possible shortage in the supply system.

8332 CARCASS TRACKING TIMEFRAMES
1. BK1 FOLLOW-UP. The time to report a retrograde turn-in or receive a BK1 follow-up from NAVICP if the asset is not received is as follows:

a. For Advice Codes 5G, 5V, and 56, the BK1 follow-up is sent the following number of days after the requisition/issue date: NAVICP-Mech surface/sub afloat and ashore – 45 days, NAVICP-Phil aviation afloat – 45 days, aviation ashore – 30 days.

b. For Advice Codes 5R, 5Y, 5S, and 52, the BK1 follow-up is sent the following number of days after the Julian Date of the RFI issue from the Stock Point: NAVICP-Mech surface/sub afloat and ashore – 45 days, NAVICP-Phil aviation afloat – 45 days; aviation ashore 30 days.

c. Non-FACTS users must turn in retrograde material and submit a D6R or valid BK2 within the above timeframes to avoid receiving a BK1.

d. FACTS users must turn in retrograde material and submit EDI transactions 527 and 856 plus any applicable, valid BK2 (see para. 8331) within the above timeframes to avoid receiving a BK1.

2. RESPONSE TO BK1 FOLLOW-UP. The time to respond to the BK1 follow-up or receive a BK3 billing notification is as follows:
a. NAVICP-Mech surface/sub afloat and ashore – 21 days, NAVICP-Phil aviation afloat and ashore – 21 days.

b. For non-FACTS activities, a valid BK2 response must be submitted.
c. For activities employing FACTS, EDI transactions 527 and 856 plus any applicable, valid BK2 (see para. 8331) must be submitted within the above timeframe to avoid receiving a BK3.

3. BK3 BILLING NOTICE TO GENERATION OF BILL. The time between the date of the BK3 billing notification and NAVICP generating a bill is 30 days for both NAVICP-Mech surface/sub afloat and ashore activities and NAVICP-Phil aviation afloat and ashore activities. If the activity was unable to respond to a BK1 carcass tracking follow-up or BKR rejection notice and a BK3 carcass billing notification was received, a billing reversal can be requested from NAVICP. For non-FACTS users, the request can be made to the appropriate NAVICP in a BK2 message format via DAAS. For FACTS users, EDI transactions 527 and 856 should be submitted with any applicable BK2. If the EDI transactions had already been submitted, contact the NAVICP.
NAVICP will review the request for billing reversal and determine if the credit is applicable. If so, NAVICP will issue a billing reversal document.

8333 FOLLOW-UP ON NRFI CARCASS (BK1)
1. FOLLOW-UP FORMAT (BK1). Document identifier BK1 DLR shipment follow-up document is submitted by the NAVICP via DAAS to the activity responsible for the NRFI turn-in. The responsible activity will be determined by the Signal Code and the Supplementary Address block of the original requisition. The BK1 follow-up will be received by message in the format specified in Appendix 28.

8334 RESPONSE TO FOLLOW-UP (BK2)
1. GENERAL. Upon receipt of a “BK1” document the unit must research the status of the turn-in in the retained records. A follow-up response (BK2) must then be submitted in reply to each follow-up (BK1) received. The response will be transmitted to the

NAVICP. BK__ documents are authorized for transmission during minimize. DAAS accepts two line messages when the documents to be sent contain more than 66 characters. The messages must be addressed to DAAS DAYTON WRIGHT PATTERSON AFB OH (COMM RI RUEOZNA) and columnar number sequence will be as follows: positions 1-59 of the document will be entered on the first line followed by 1OF2 in positions 60-63; positions 60-80 of the document are entered in positions 1-21 of the second line followed by 2OF2 in positions 22-25. Upon receipt, DAAS converts the two lines into a single 80 column document prior to processing/ transmitting to the ultimate recipient. BK2' s may also be transmitted through SALTS.

8335 REJECTED FOLLOW-UP RESPONSE (BKR)

1. GENERAL. When the BK2 response contains invalid data, the NAVICP will send a reject status, document identifier BKR with the reject reason code (see appendix 9O) in position 65. The customer will analyze the reason for rejection and resubmit a corrected BK2 reply. The NAVICP Phil tracking unit (code 01511), can be reached at DSN 442-4711. The NAVICP Mech tracking unit (Code M01424), can be reached at DSN 430-4826/4828/4829/2751.

8336 NOTICE OF ADDITIONAL BILLING (BK3)

1. GENERAL. When the NAVICP has not received a BK2 response from an activity within the allowable timeframe or receives a BK2 indicating no turn-in will be made, the NAVICP will process a BK3 document notifying the activity that the difference between the net and standard price will be billed. The BK3 billing notification will have a Reason Code in position 65 advising the recipient why the billing notification was sent. These Reason Codes are defined as follows:

Code	Explanation
A	BK2 received with "C", "D" or "G" Response Code.
B	BK3 produced due to either nonresponse to BK1 or no valid BK2/D6R receipt data received.
C	BK3 was generated as a result of a citing "F", or "K" response code twice.
E	BK3 produced due to receipt of a BK2 "H" response code, but no D6A condition code "A" materiel received.

2. FORMAT. The BK3 billing notification will be transmitted via DAAS to the activity to be billed for the value of the NRFI repairable. The activity will be determined by the Signal Codeand the Supplementary Address block of the original requisition. The BK3 will be received by message in the format specified in Appendix 28.

8337 BILLING REVERSAL (BK4)

1. GENERAL. The NAVICP will process a Document Identifier BK4 notifying an activity that their account will be credited by the difference between the net and standard price. The BK4 will reverse a billing which resulted from a lack of, or invalid response to a carcass follow-up. This reversal will occur only when the customer responds or turns in a carcass after the date that a BK2 response was due and only when the late response/turn-in is accepted.

Supply Appendices - Glossary

Miniature/Microminiature (2M) Repair The majority of surface and sub surface combat system electronics have been designed and provisioned for removal and

replacement of assemblies at the Organizational level (O-level) and for repair at the Depot level (D-level). These assemblies primarily consist of Printed Circuit Boards (PCBs), Electronic Modules (EMs) and Circuit Card Assemblies (CCAs). The introduction of programmable, portable Automatic Test Equipment (ATE) and advances in 2M repair technologies have established the capability to repair many assemblies at the O-level and Intermediate level (I-level). In order to take advantage of this capability, a Progressive Depot Level Repair (PDLR) concept has been introduced which permits ships, afloat tenders and Battle Force Intermediate Maintenance Activities (BFIMAs) and Shore Intermediate Maintenance Activities (SIMAs) to test and repair failed assemblies.

Piece Parts Piece parts required for 2M repairs have been formalized into APLs for each ship class (either as I-Level or as O-Level) having 2M repair capability. NAVSEASYSCOM has funded piece parts and Fleet deployment of an assembled 2M piece part cabinet (OSI) for I-Level only, O-Level support is provided via the ASI process for items to be coded as SRI allowances. 2M support AEL piece parts will be taken up as shipboard allowed items on allowance documents and stock records. Additionally augmented APLs have been developed as more gold disks have become available. Currently these APLs are supported via the ASI process and will continue to be updated via the ASI process as the number of gold disks continues to increase. All of the allowances from the augmented APLs are coded as SRI for both levels (I and O) of maintenance

Repairable A component, module, assembly, subassembly or equipment determined by the inventory manager to be economically repairable when it becomes unserviceable. A repairable is identified as a Mandatory Turn-In Repairable (MTR) which consists of Depot Level Repairable (DLR), Progressive Depot Level Repairable (PDLR) or as Field Level Repairable (FLR). A MTR is identified by Material Control Codes (MCC) E, G, H, Q, or X. An FLR is identified by MCC D. A repairable is sent to a Designated Support Point (DSP)/Designated Overhaul Point (DOP) indicated in FEDLOG for repair or disposed of in accordance with FEDLOG when it cannot be repaired locally.

SUPPLY APPENDICES

Appendix 9 Logistic Management Codes

Part I: MATERIAL CONTROL CODES

1. GENERAL. A Material Control Code (MCC) is a single digit alphabetic code found in card column (cc) 6 of the Stock Status Balance Card, cc 7 and/or 61 of the Change Notice, cc 73 of the Transaction Detail Card and cc 76 of the Transaction Report Card. The MCC is assigned by the inventory manager to segregate items into more manageable groups (i.e. fast, medium, or slow movers), or to relate to field activities special reporting and/or control requirements.

Code	Definition
A	Field activity control items
B	Material (expendable ordnance) requiring lot number reporting
C	Material (expendable ordnance) requiring serial number reporting
D	**Field Level Repairables**
E.	**(1) Progressive Depot Level Repairables**
	(2) Expendable ordnance
F	Fast moving cognizance symbol 1I Forms
G	FBM weapon system repairables
H	**Depot level repairables**
J	2C Cog CESE Material (major end items
K	Eexplosive ordnance
L	Local stock
M	Medium demand velocity items (consumables)
N	1I Cog not stocked print on demand flat forms
P	Perishable subsistence items
Q	FBM weapon system repairables
R	Resale
S	Slow demand velocity items (consumables)
T	Terminal items
U	Fast moving centrally managed 1I cog forms, locally procured

THE FOLLOWING IS A COPY OF THE CNO MESSAGE THAT DIRECTS THAT ALL FAILED COMPONENTS HAVING A MCC CODE OF D OR E BE INDUCTED INTO THE MTR WORKCENTER FOR SCREENING AND/OR REPAIR.

**********UNCLASSIFIED**********
R 141830Z AUG 98 ZYB PSN 317975L32
FM CNO WASHINGTON DC//N43//
TO RUCBCLF/CINCLANTFLT NORFOLK VA//N41/N43/N435//
RHHMHAH/CINCPACFLT PEARL HARBOR HI//N41/N43/N431//
RULSSEA/COMNAVSEASYSCOM WASHINGTON DC//00/04L/04M/04M31//
RUCOSSA/COMNAVAIRLANT NORFOLK VA//00/N41/N412/N422C/N371/N43//
RUWFEAA/COMNAVAIRPAC SAN DIEGO CA//00/N41/N412//N422/N43/N436//
RUCBKMC/COMSUBLANT NORFOLK VA//00/N41/N412/N42/N422//
RHHMDBA/COMSUBPAC PEARL HARBOR HI//00/N41/N42/N412//N422//
RUCBTFA/COMNAVSURFLANT NORFOLK VA//00//N41/N411B/N43/N6/N63/N635//
RUWDEAA/COMNAVSURFPAC SAN DIEGO CA//00/N41/N4121/N43/N4321//
RUWDHFG/COMSPAWARSYSCOM SAN DIEGO CA//00/05L//
RUCTPOA/CNET PENSACOLA FL//T23/T2322//
RULSWCB/COMNAVCOMTELCOM WASHINGTON DC//00/N6/N611//
RULSAMX/COMNAVSUPSYSCOM MECHANICSBURG PA//SUP04/SUP41/ SUP412//
SUP4122/SUP4122A/SUP419/SUP439//
RULSFAN/COMNAVAIRSYSCOM PATUXENT RIVER MD//PMA260//
INFO RULSAMN/NAVSEALOGCEN MECHANICSBURG PA//N00/N50//
RULSAMS/NAVICP MECHANICSBURG PA//00/05/0573/0591/05914//
RUDJABX/NAVUNSEAWARCEN NEWPORT RI//00/N20/N50//
RUCOBRK/NAVUNSEAWARCEN DET FEO NORFOLK VA//201V//
RUVKAAA/SAALC KELLY AFB TX//LDAA//
RUERNWC/NAVSURFWARCENDIV CRANE IN//7062//
RUCOBRQ/FLETRACEN NORFOLK VA//00/N343-2M/N34//
RUWDXBA/FLETRACEN SAN DIEGO CA//00/N76/N762//
RULSMCA/COMARCORPSYSCOM QUANTICO VA//PST//
RUWFAFK/COMSPECWARCOM CORONADO CA//00/N9/N913//
RUCTPRJ/NAVTECHTRACEN MERIDIAN MS//N21/N22//
RUERGAG/NAVSCSCOL ATHENS GA//30A1//
BT
UNCLAS //N04400//
MSGID/GENADMIN/CNO WASHINGTON DC/N 43//
SUBJ/MATERIAL CONTROL CODE (MCC) TO SUPPORT MININIATURE/
MICROMINIATURE MODULE TEST AND REPAIR (2M/MTR) OF CIRCUIT CARD
/ASSEMBLY/ ELECTRONIC MODULES/ (CCA/EM) //
REF/A/NAVSUP PUB 485/ VOL 2, REV 3, CH 1//
REF/B/CINCPACFLT/CINCLANTFLT INST 4790.3//
REF/C/2M/MTR MTR/08-09 JUL 97//
REF/D/ 2M/MTR MTR/21 - 23 JUL 98//
NARR/REF A NAVSUP PUB 485, VOL 2, REV 3, CHANGE 1, AFLOAT SUPPLY
PROCEDURES. REF B IS CINCPACFLT/CINCLANTFLTINST 4790.3, JOINT FLEET
MAINTENANCE MANUAL (JFMM), VOL IV, PART I, PARA 11.5. REF C IS THE
2M/MTR STRATEGIC PLANNING MEETING OF 08-09 JULY 97. REF D IS THE 2M/MTR
STRATEGIC PLANNING MEETING OF 21-23 JULY 98.// POC/C, WILSON/CDR/CNO
N431F/DSN 329-1656/TEL (703) 601-1656//RMKS/1. REF A DEFINES THE MATERIAL
CONTROL CODE (MCC) OF THE NAVY STOCK NUMBER (NSN) AS THE SPECIAL

REPORTING, HANDLING AND CONTROL CODE FOR FLEET AND SHORE FIELD ACTIVITIES USAGE AS ASSIGNED BY THE INVENTORY MANAGER.
2. REF B DIRECTS THAT ALL CIRCUIT CARD ASSEMBLIES (CCA) AND ELECTRONIC MODULES (EM) BE SCREENED FOR REPAIR BY 2M/MTR WORK CENTERS.
3. DURING REF C, NAVICP-MECHANICSBURG PROPOSED AND ACCEPTED AN ACTION TO IDENTIFY THE BEST METHOD TO ASSIST SUPPLY AND MAINTENANCE PERSONNEL TO IDENTIFY CCAS/EMS THAT ARE TESTABLE AND REPAIRABLE IN 2M/MTR WORK CENTERS.
4. DURING REF D, NAVICP-M059 REPRESENTATIVE ADVISED THAT MATERIAL CONTROL CODES D AND E WILL BE USED TO IDENTIFY PROGRESSIVE DEPOT LEVEL REPAIRABLE (PDLR), FIELD LEVEL REPAIRABLE (FLR) AND SELECTIVE CONSUMABLE CCA/EM MEETING 2M/MTR REPAIR AND TESTABILITY CRITERIA.
5. NAVICP-MECHANICSBURG HAS ASSIGNED MATERIAL CONTROL CODES D/E TO 1, 7 AND 9 COG CCA/EMS THAT ARE TO BE FORWARDED TO 2M/MTR WORK CENTERS FOR SCREENING, TESTING AND REPAIR. PERPETUAL NAVICP-MECHANICSBURG UPDATING WILL YIELD FLEET UPDATES VIA THE CHANGE NOTICE PROCESS. ON EACH UPDATE ADDITIONAL CCA/EMS WILL HAVE MCC D/E ASSIGNED BASED ON NEW GOLD/SILVER DISKS DEPLOYMENTS AND REPAIR DATA RECEIVED FROM THE MODULE TEST AND REPAIR TRACKING SYSTEM (MTRTS). THIS PROCESS USING MCC D/E TO IDENTIFY REPAIRABLE CCA/EMS DOES NOT NEGATE THE REQUIREMENT IN REF B TO SCREEN ALL CCA/EMS THAT ARE WITHIN THE CAPACITY AND CAPABILITY OF O/I LEVEL 2M/MTR WORK STATIONS. THE MCC CODES WILL ASSIST SUPPLY VISIBILITY FOR MODULES HAVING KNOWN 2M/MTR TESTIBILITY, BUT ALL MODULES SHOULD HAVE SCREENING ATTEMPTS ACCOMPLISHED BY THE QUALIFIED MAINTAINERS PRIOR TO REORDER PERMITTING THE MAXIMUM POTENTIAL FOR AVOIDANCE OF OPTAR EXPENDITURES. THESE MCCS ARE INTENDED TO BE USED BY SUPPLY AND MAINTENANCE PERSONNEL FOR IDENTIFYING 2M REPAIRABLE MATERIAL.
6. IT IS REQUESTED THIS INFORMATION BE PASSED TO ALL AFLOAT AND ASHORE COMMANDS AND INCORPORATED INTO APPROPRIATE SUPPLY OFFICER, STOREKEEPER AND MAINTENANCE TRAINING MATERIAL TO ENSURE BOTH SUPPLY AND MAINTENANCE PERSONNEL ARE AWARE OF THIS CHANGE. INFORMATION ON THIS NEW MCC ASSIGNMENT SHOULD BE INCORPORATED INTO THE SER 98 CHANGES TO REF A AND SHOULD BE INCLUDED IN THE NEXT CHANGE TO REF B
7. OPNAV N41 CONCURS.//
BT